



Finch West Goods Movement Transportation Master Plan

Public Consultation Event #1

Online Materials

wood.



Indigenous Land Acknowledgement

Finch West Goods Movement Study Transportation Master Plan

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

Overview of Public Consultation Event

What we're presenting

This public consultation is being held to discuss how the Finch West Goods Movement Transportation Master Plan (TMP) can ensure that goods and freight movement can be viable in the Finch West area long into the future.

We want your input on:

- The direction of the project (Problem & Opportunity Statement)
- The evaluation criteria
- What types of issues and solutions can you share with us?

Please take a look at our panels and use the comment/feedback form and maps to provide input.

You can also provide comments from your computer or mobile device following this url: toronto.ca/finchwestgoodsmovement

Study Overview

Objectives and Management

The Finch West Goods Movement TMP will develop a set of recommendations and an implementation strategy to support the viability of freight and goods movement over the short and long term within the study area.

The Transportation Master Plan is being undertaken in accordance with the Municipal Class Environmental Assessment process. The study is being run by the City of Toronto with support from the Emery Village and DUKE Heights Business Improvement Areas.

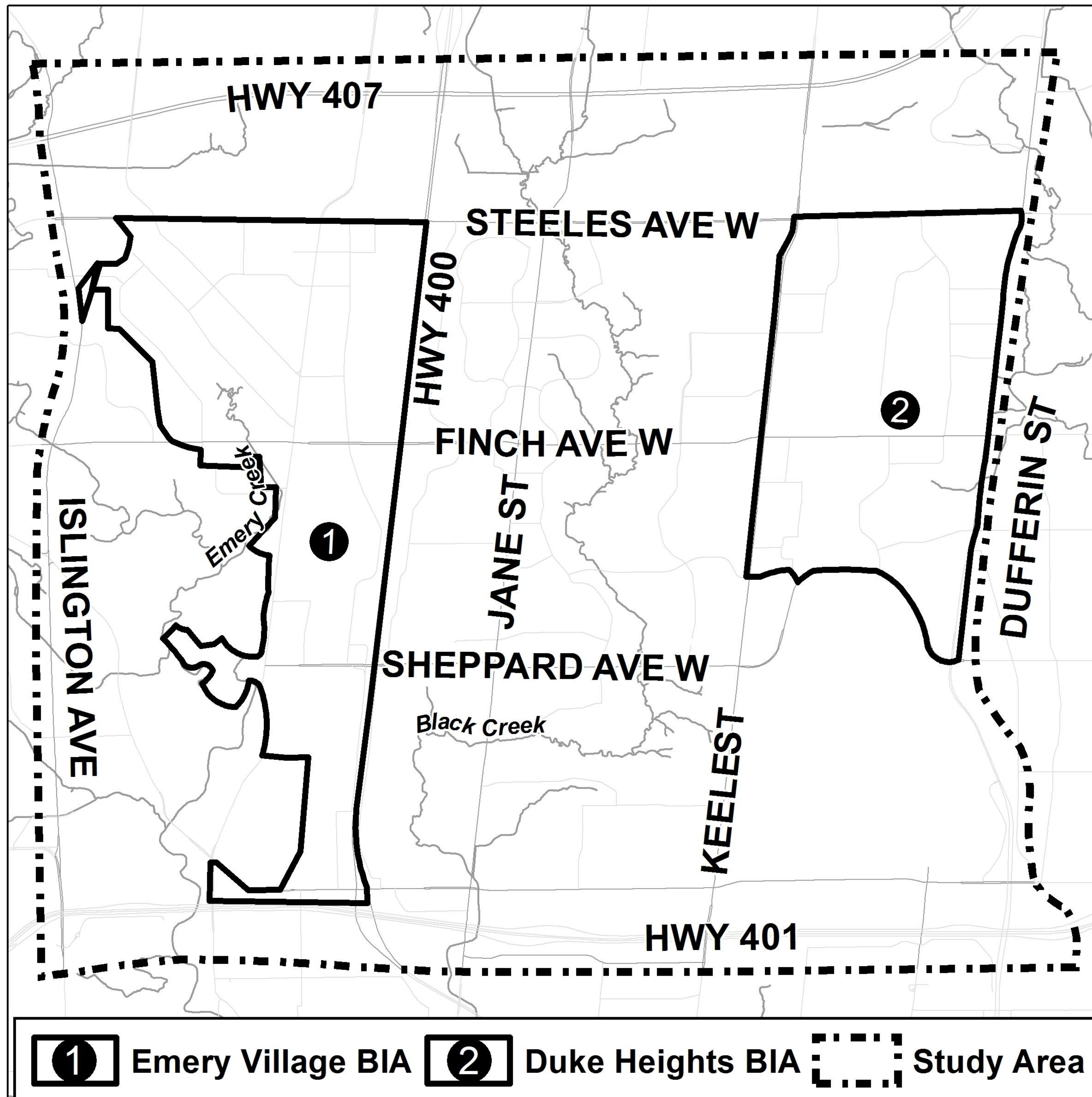
Key Objectives of the study:

- Address traffic congestion and commercial truck movements with the consideration of Finch Ave West Light Rail Transit (LRT)
- Collaborative process to gather feedback from Business Improvement Areas (BIAs) and other key stakeholders
- Enhance 400 Series Highway Access
- Improve Safety and Active Transportation facilities



Study Area

Limits and Key Features

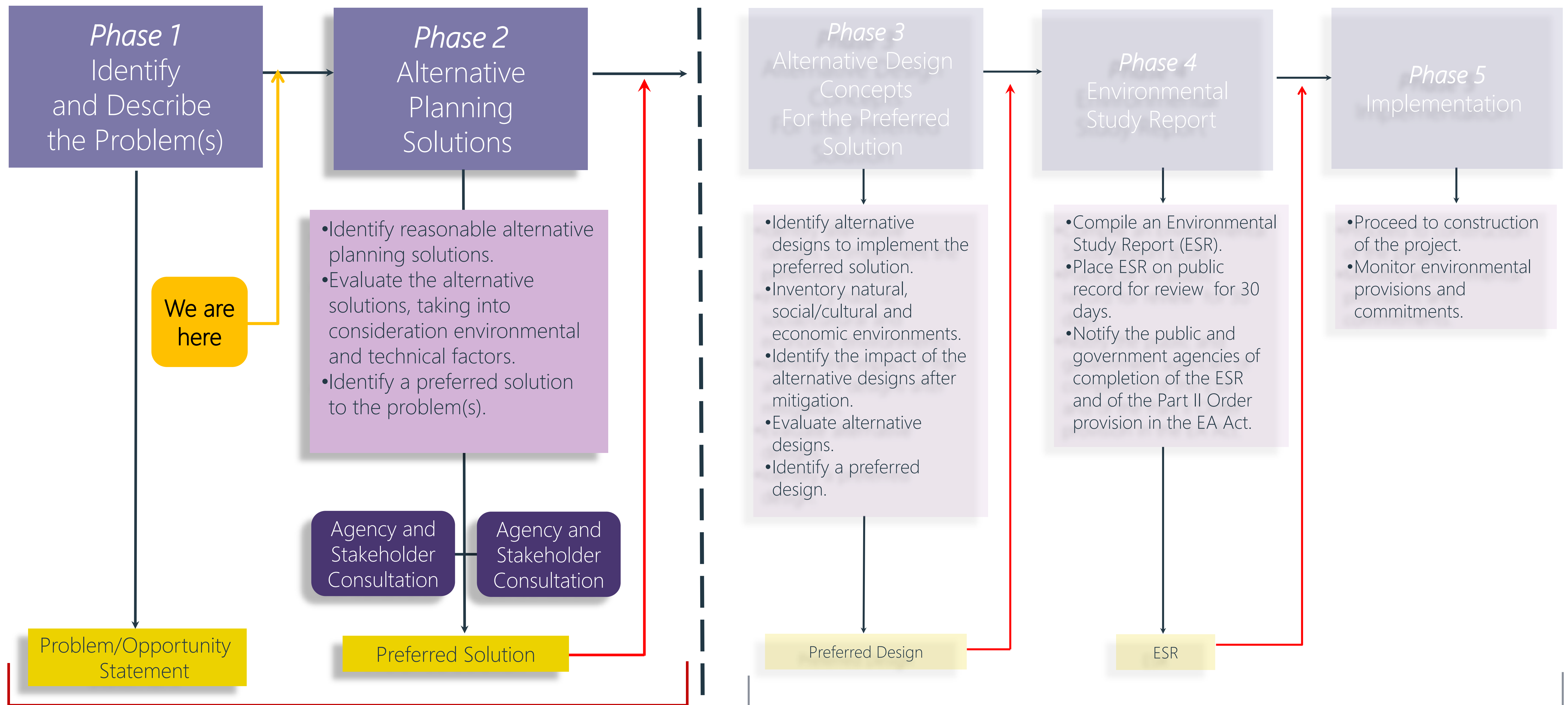


The study area limits are between Islington Ave and Dufferin St, and between Hwy 401 and 407. Recommendations that result from this study will be limited to the City boundary (Steeles Ave).

Key features include:

- Environmentally sensitive areas (e.g. Black Creek)
- Business Improvement Areas
- Road and highway network
- Industrial, commercial, and residential areas

Overview of the Master Planning Process



The Master Plan Process comprises Phases 1 and 2 of the Municipal Class EA Process and will result in a Transportation Master Plan (TMP). This TMP will provide recommendations for future projects.

This Study does not include these three phases. Future projects depending on their complexity would need to conduct subsequent phases (Phase 3-5) and additional consultation before they can be approved.

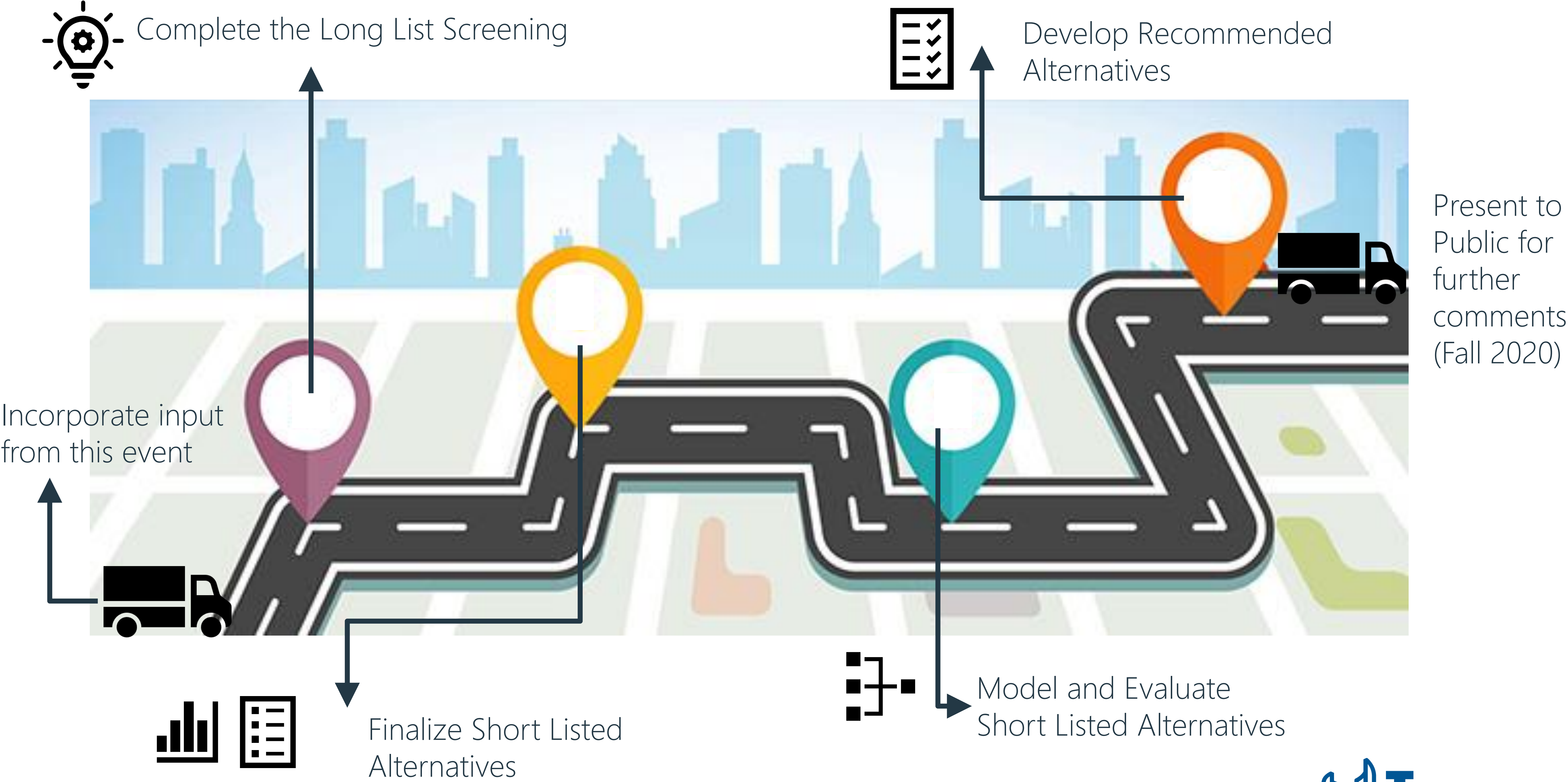
Study Progress

What we've completed



Study Progress

What's next



Background Studies

Associated Reports

The project builds off the previous work and studies completed by:

- City of Toronto
- Metrolinx
- Emery Village BIA
- DUKE Heights BIA
- Pembina Institute
- Toronto Region Board of Trade
- Other consultant studies



PEMBINA
institute

EMERY
Business Improvement Area

TORONTO
REGION
BOARD OF TRADE

DUKE
DUKE HEIGHTS BIA

METROLINX

Toronto

Summary of Stakeholder Advisory Group Meetings

Overview

Stakeholder Advisory Group (SAG) Meetings

- The project team meets with an Advisory Group to update them on project progress every few months. The Advisory Group is made up of stakeholders in the area and includes representatives from the following organizations:
 - Emery Village BIA
 - DUKE Heights BIA
 - Metrolinx
 - Pembina Institute
 - Canadian Fuels Association
 - York University
 - York Region
 - University of Toronto
 - Peel Region
 - Toronto Transit Commission
 - Toronto Region Board of Trade
 - Toronto Trucking Association
 - Hydro One
- There have been three Advisory Group Meetings so far this year, and the group has provided input on the following items:
 - Problem and Opportunity Statement;
 - Evaluation Criteria; and
 - Locations for Investigation

What are the Problem(s) and Opportunity(ies)?

Problem and Opportunity Statement

The Study area, defined by Islington Ave. on the west, Dufferin St. on the east, Hwy. 407 to the north, and Hwy. 401 to the south, benefits from being near several important transportation corridor and freeway facilities.

The continuous movement of goods traversing this community is integral to ensuring that its economic viability is sustained long-term. The addition of light rail transit service on Finch Avenue West potentially changes the movement of goods within the area, as well as access to adjacent ramps and highways, but also presents the opportunity for significant improvements to the multi-modal transportation network.

To help ensure local businesses, including the DUKE Heights and Emery Village Business Improvement Areas, experience a robust economy moving forward, there is a need and opportunity to develop a safe and sustainable transportation infrastructure plan that integrates goods movement, transit, and other active transportation considerations.



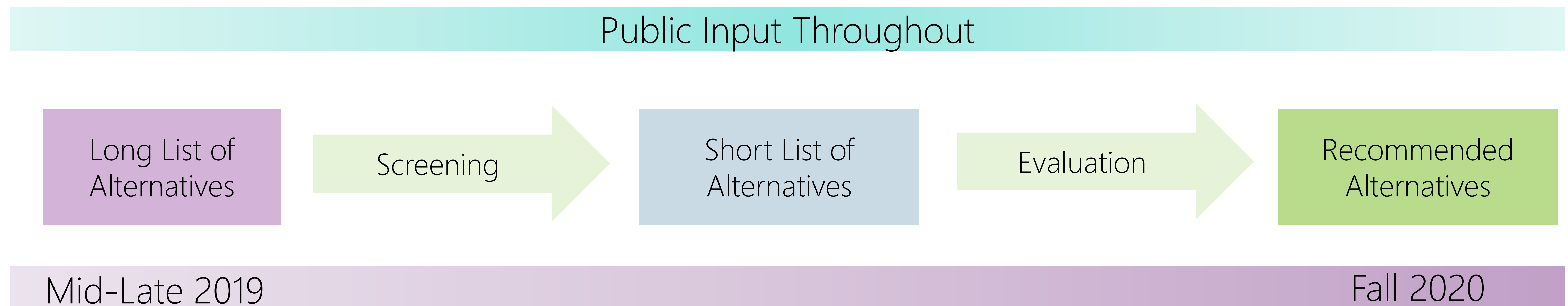
Please provide input on the Problem and Opportunity Statement by filling out a comment form either online or in person

Developing Solutions

How the process works and how you can contribute

The Transportation Master Plan process will develop a Long List of Alternatives that are “screened”, which then forms a Short List of Alternatives that are evaluated, and the best alternatives then form a recommendation at the end of this study.

You are invited to contribute suggestions for the Long List of Alternatives and provide input on the evaluation criteria. At the next Public Consultation Event (Fall 2020), you will be able to review the recommended alternatives.



Categories of Proposed Infrastructure Improvements

Overview

The outcome of this study will result in recommendations for multiple infrastructure (roads/bridges etc.) and operational (changes to signal timings, turning lanes etc.) improvements.

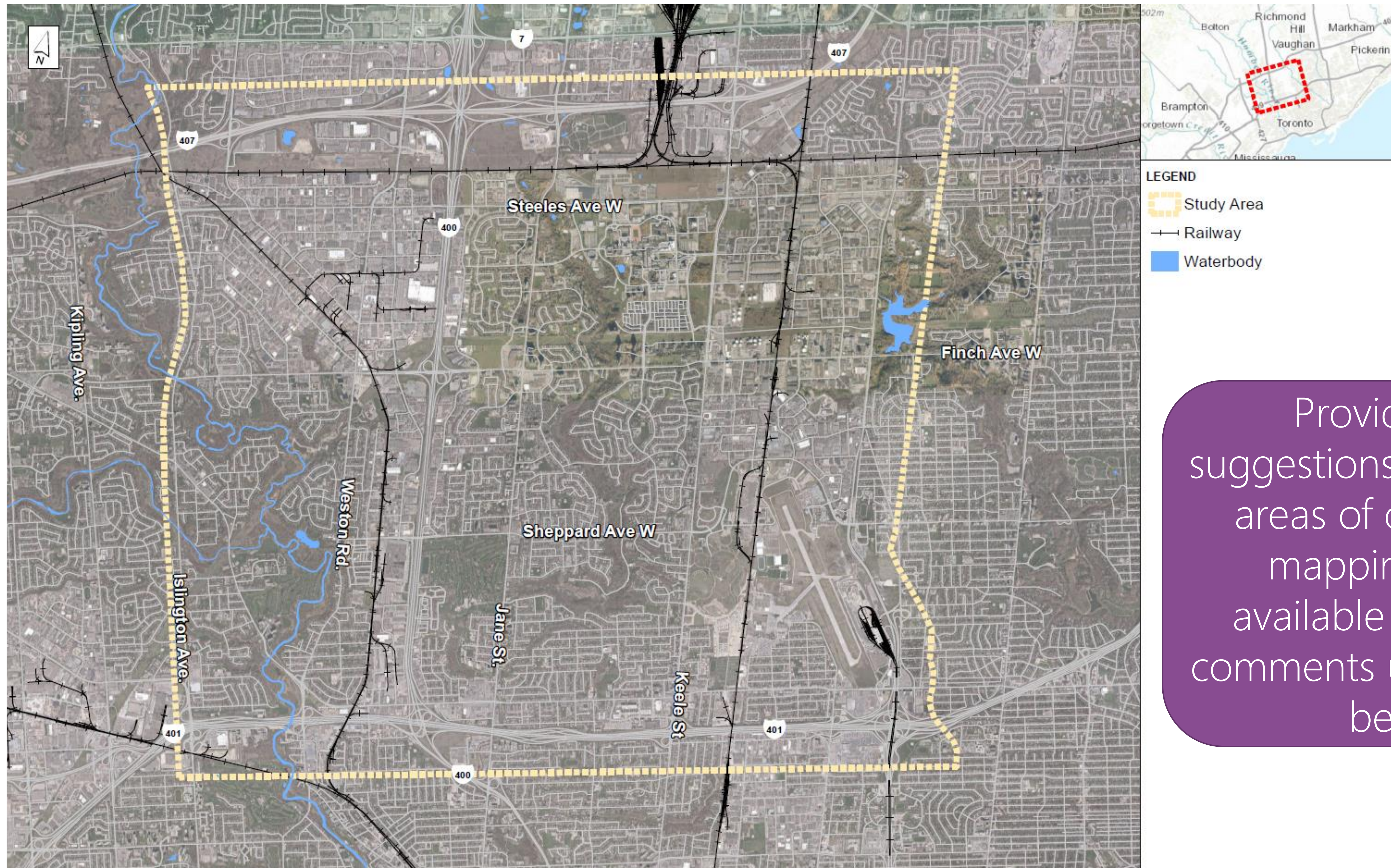
The Problem and Opportunity Statement drives the direction of the improvements and solutions that we are developing. The improvements and solutions aim to meet the following objectives (in no particular order):

- Solutions that focus on improving goods/freight movement
- Improve 400 Series Highway access
- Provide alternative routes to Finch Ave West
- Address safety and active transportation modes where possible

You are invited to suggest improvements that help meet these objectives.

Locations to be Investigated

Overcoming Key Barriers

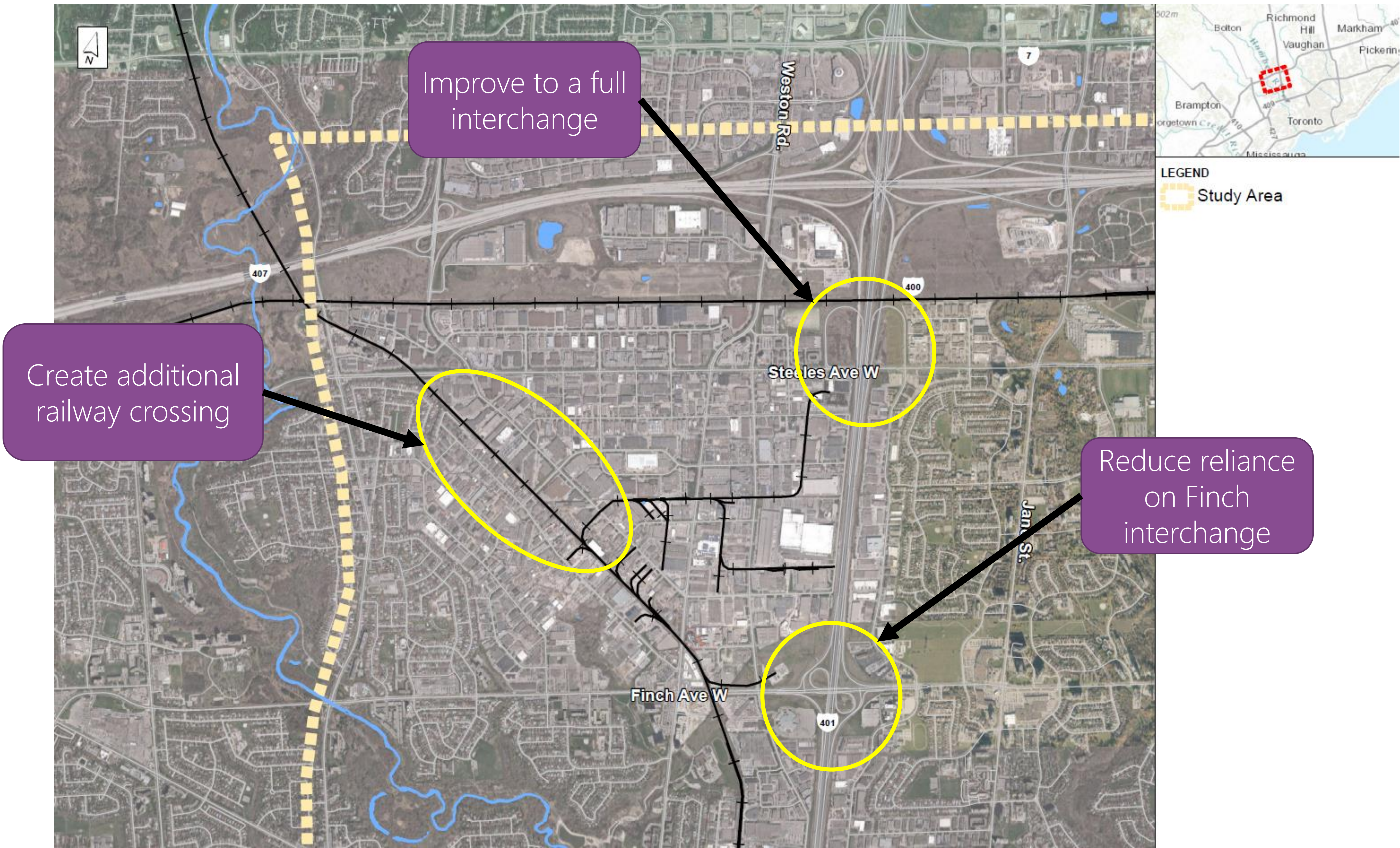


Provide your suggestions, or highlight areas of concern! A mapping tool is available to provide comments using the link below.

toronto.ca/finchwestgoodsmovement

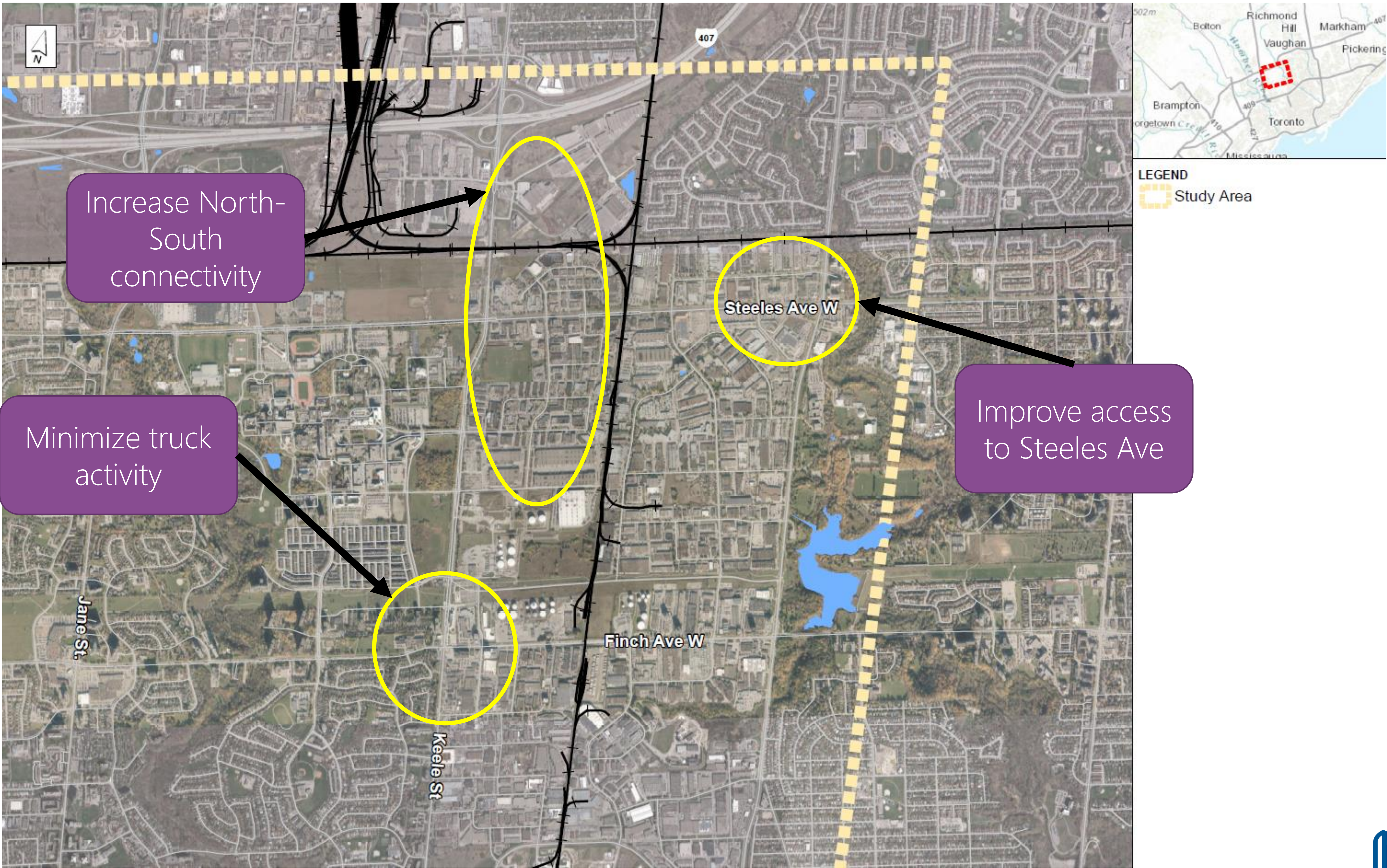
Locations to be Investigated

Example Suggestions



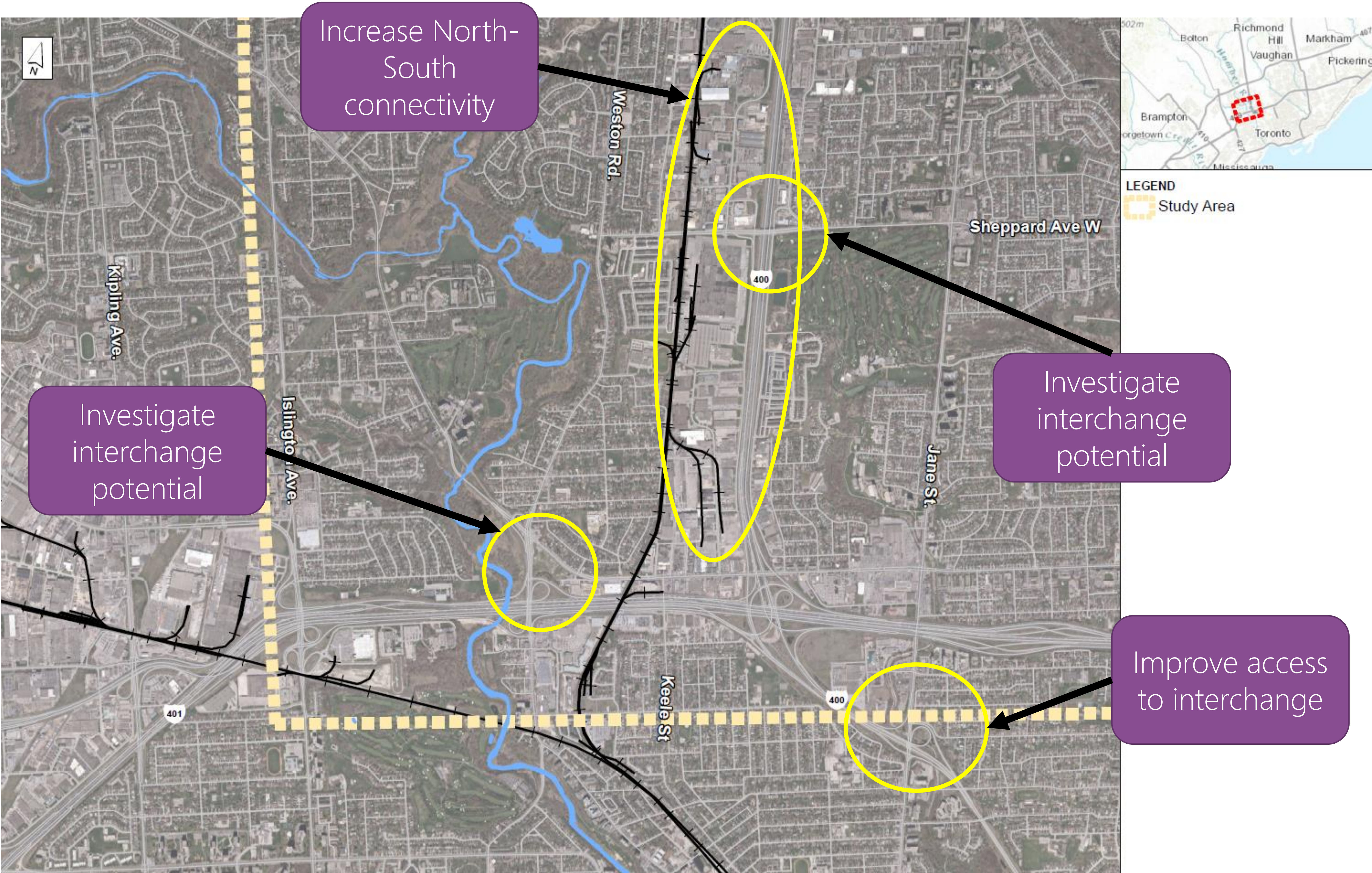
Locations to be Investigated

Example Suggestions



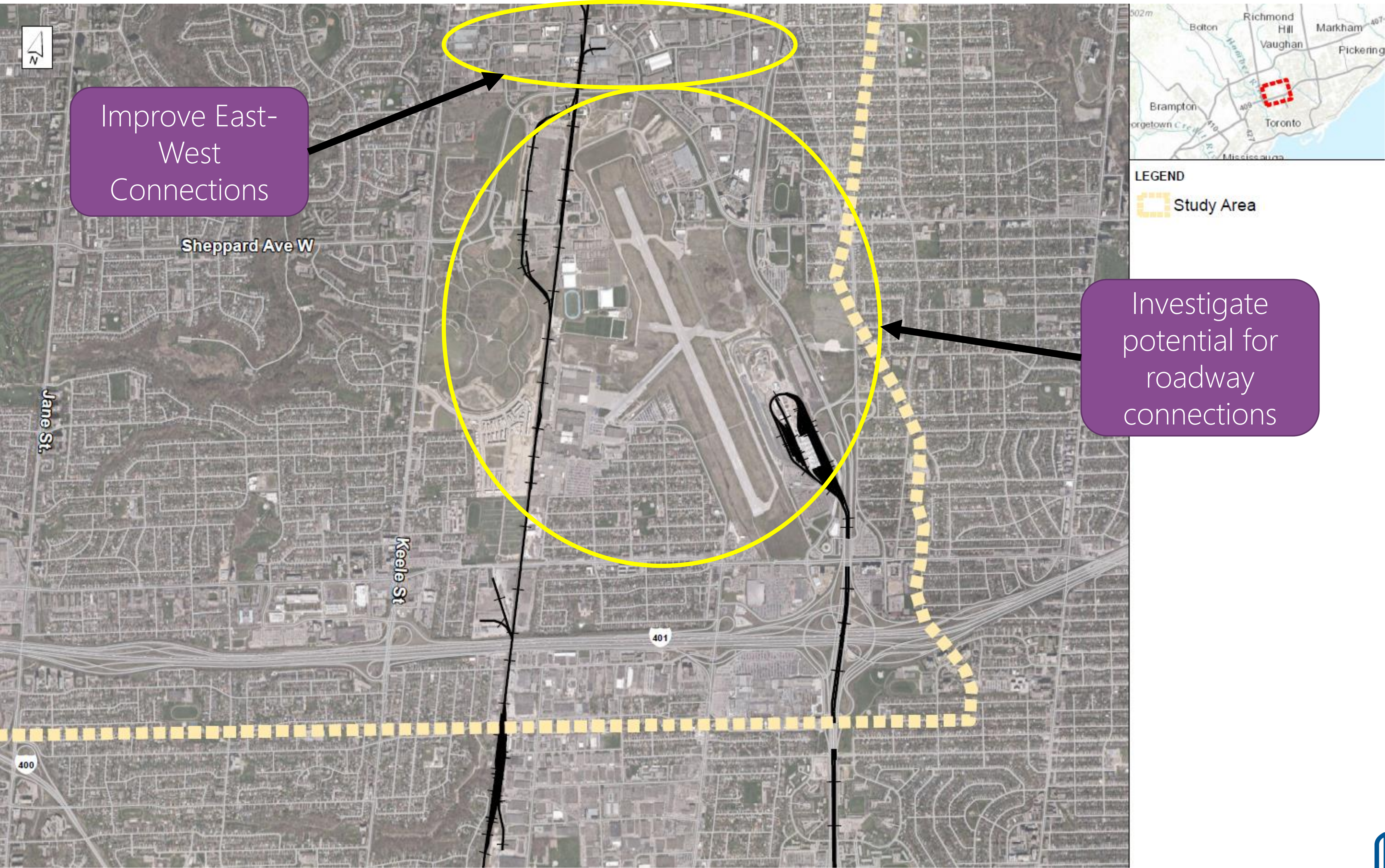
Locations to be Investigated

Example Suggestions



Locations to be Investigated

Example Suggestions



Locations to be Investigated

Your Input is Valuable!

Please use the mapping tool available online to indicate areas where you'd like to see goods and freight movement related improvements.

- Please also indicate what type of improvements you think should be considered, or what problems you would like us to address.
- You can also provide comments from your computer or mobile device following this url: toronto.ca/finchwestgoodsmovement
- Comments are due by December 16th, 2019.

Developing Solutions

Long List of Alternatives – High Level Screening Criteria

Throughout the study area, we are looking to find solutions that can help achieve the objectives of the study. These solutions will form a “Long List” of alternatives and are high-level e.g. *Can this solution be implemented?*

To refine the solutions, the following screening criteria will be used:

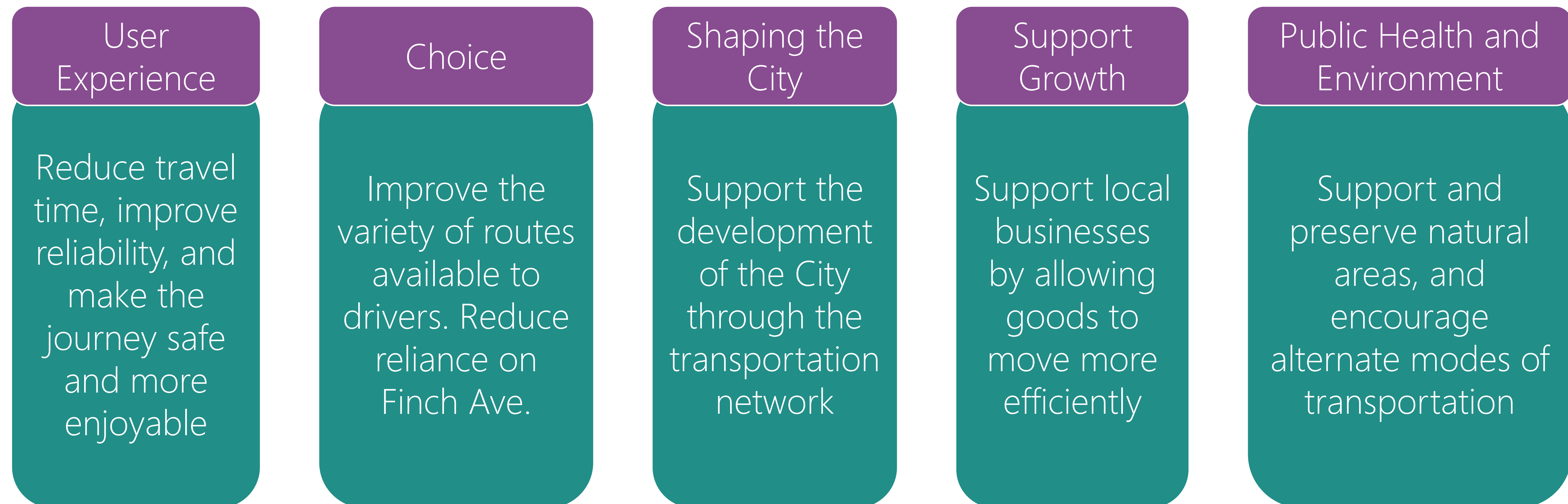
- Impact on Goods Movement (*does it help freight vehicles*)
- Constructability (*can this physically be built*)
- Capital Costs (*is it financially feasible*)
- Property Impacts (*would it impact private property*)

Once the screening process is complete, a set of “Short List” alternatives will be further evaluated.

Refining Solutions

Short List of Alternatives – Evaluation Criteria

Once we have finalized a “Short List of Alternatives”, we will conduct a more detailed evaluation to determine if the solution *should* be recommended, using the below evaluation criteria:



Please provide input on the evaluation criteria by filling out a feedback form either online or in person. Tell us what is most important to you!

Summary of Public Consultation Event

Opportunity for Sharing Your Thoughts

We want your input on:

- The direction of the project (Problem & Opportunity Statement)
- The evaluation criteria
- Are there any critical issues or potential improvements you can share with us?

Please use the comment/feedback form and maps to provide input.

You can also provide comments from your computer or mobile device following this url: toronto.ca/finchwestgoodsmovement

Thank you for Attending

Next Steps & Project Schedule

- Review input gathered from this event in anticipation of moving forward into the next phase of study.
- Host Public Consultation Event #2 in Fall 2020 to engage the community on preferred solutions.

Project Start Date	Jan 28, 2019
Public Consultation Event #1	November 28 2019
Shortlisted Solutions	April 2020
Concept / Design	April to July 2020
Public Consultation Event #2	Fall 2020
Final Report	December 2020

Contact Us

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Provide your comments and suggestions using the link below
City of Toronto website: toronto.ca/finchwestgoodsmovement

Comments are due by December 16th, 2019